

New Hampshire Department of Transportation
BUREAU OF BRIDGE DESIGN
 Office Meeting Minutes – March 22, 2018

In Attendance (X):

<u>Administration</u>		<u>Consultant Section</u>			<u>In-House Design</u>		
X	Bob Landry	LRL	X	Joe Adams	JCA	David Scott	DLS
	Lynn Paquette	LP		Bob Juliano	RAJ	Bill Saffian	WPS
			X	Mike Licciardi	MGL	Jason Tremblay	JAT
			X	John Sargent	JAS	X Tony Weatherbee	ANW
			X	Ron Kleiner	RLK	X Sue Guptill	SMG
						Aaron Janssen	ACJ
						X Pete Parenteau	PJP
			X	Nick Goulas	NBG	X Angela Hubbard	ABH
				Ken Morrison	KLM	X Chelsea Noyes	CKN
			X	John Poisson	JTP	X Kevin Daigle	KFD
			X	Jerry Zoller	JSZ	X Mark Wagner	MGW
			X	Laith Qurreh	LOQ	X Jackie Hozza	JEH

Items: LRL presentation

1. Bridge Design Website review for Red List bridges. A look at a lot of information, including trends and data which is not solely basing priorities for bridge selection into Ten Year Plan.
2. NBG supplied a brief summary about prioritizing bridges using Red List versus rehab and replacement for all locations.
3. LRL referred to the Roadway Tier system and their bearing on selection for the Ten Year Plan.

- Tier 1 – Interstates, Turnpikes, and Divided Highways
- Tier 2 – Statewide Corridors (re: U.S. & high level N.H. routes i.e. 202, 16, 3, 2)
- Tier 3 – Regional Transportation Corridors (travel within regions, access statewide corridors)
- Tier 4 – Local Connectors (Secondary highways & unnumbered routes between and within local communities (i.e. N.H. route 141, Bean Road (Moultonborough), Waukegan Road, etc.

4. Listed the continued reliance of Inspection Reports & structural compliance (E1 & E2 restricting or excluding structures per legal loads, and C1 & C2 issuing cautionary/limited crossings) for inclusion into the Ten Year Plan (TYP). Tier 1 & 2 not restricted by tonnage, selection of Tier 3 may be affected by tonnage, and Tier 4 level locations are mainly based upon access/traffic.

- Goal 1 - Implement the Recommended Investment Schedule (RIS) for bridges to extend life cycle to 120 years (Output Goal)
- Goal 2 - Inspect bridges to meet Federal and State inspection requirements (Output Goal)
- Goal 3 - Manage tonnage posted bridges to not interfere with the safe and efficient movement of goods and emergency response apparatus on overall State System (Mobility Goal)
- Goal 4 - Manage the State's Red List bridges to limit backlog to the total that can be addressed within the upcoming TYP (Condition Goal)
- Goal 5 – Limit area of poor condition bridge deck on the NHS to be less than 10% (Condition Goal)

Goal 6 – Collect information to calculate cost through all estimate stages (Initial Assessment, Preliminary Plans, PPS&E Plans, and PS&E Plans) to improve cost estimating Practices (Cost Goal)

5. Noted usage of bridge Data Base and importance to keep up to date

Round the Table:

ABH – Question/comments about the use & maintenance of pigeon holes for plans, etc. Is anyone still using free standing pigeon holes by the bridge file cabinets? General agreement was to remove those units but pigeon holes set into the wall would remain for use.

ABH – Dealing with utilizing tif's or pdf's for electronic plans. Review of pdf's are shown individually while opening 1 tif provides access to complete set of sheets. Some pdf's seem to affect line weight when plotted? More current pdf applications may have addressed issues and at the same time it was noted that the print shop does request pdf's for printing/recording plan sets for current projects.

ABH – Asked if the transmittal of plans for current projects could be done electronically. It was agreed sending electronic plans to bureaus & towns would be sufficient and eliminate requesting paper copies for distribution of contract plans.

ABH/JSZ – Raised the question of permitting welds to top flange for hangers, within the compression zone only, should be included in the Bridge Design Manual. Further noted that Jerry Zoller has been allowing that procedure during his review process. Concern was expressed that Contractor(s) may not know where the compression zone exists. After discussion, it was determined that the issue would not be placed in the Manual but the Contractor could submit a request to the Bridge Design Bureau if they wanted to implement the process.

ABH – Addressed the placement of longitudinal bars at hoop bars on low side of super elevations. Longitudinal bars should be placed at the bottom bend of the vertical & horizontal legs pointing outward.

Prepared by: PJP 4/31/2018

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